

OFFICE OF CIVILIAN DEFENSE
Washington, D. C.

GM-72

CIVIL AIR PATROL

NATIONAL HEADQUARTERS
WASHINGTON, FEBRUARY 1, 1943

SUBJECT: Aircraft Limitation Order

TO: All Unit Commanders; All Base and Station Commanders

1. A General Limitation Order (L-262) freezing aircraft of 500 horsepower and less and thus restricting their use has been issued by the War Production Board. Herewith is a full-text copy.

2. All CAP activities will be in conformity with this order and, as before, with the Civil Air Regulations. The intent of the order is to minimize miscellaneous flying so as to conserve planes, parts, accessories, fuel, and oil, with the effect of limiting their use to essential wartime services.

3. The order is not without advantages in the performance of active duty missions of the Patrol. In terms of CAP training, it means readjustments which may be difficult. However it is not as severe as actual grounding would be. On the West Coast, where private flying was grounded early in the war and in the Eastern defense area where it was stopped last summer, large and active CAP units have carried on. Rules for guarding airports, limitations on ground travel, radio restrictions, and parts priorities have all presented problems which were surmountable through the will to make and keep CAP a vital wartime organization.

4. For the purposes of this memorandum, authorized CAP active duty missions are defined as follows:

a. Continuing missions--Missions paid out of Army funds include CAP Coastal Patrol, Liaison Patrol, military courier service, and miscellaneous flight services for Army units. Other continuing missions, where operations proceed over a period of time, include forest patrol for the U. S. Forest Service or State agencies, and courier service for war industries. Such missions, heretofore or hereafter authorized by CAP National Headquarters, will proceed as before subject to instructions below as to assignment of planes.

b. Non-recurrent paid missions--As compared with the continuing class of missions above, these missions are those which involve a single flight or operations of short duration, in the interests of the war effort or to fill a vital public need. Examples: carrying of an Army officer from one post to another where a regular Army courier mission is not operating; carrying a vital shipment to a war plant where a war industry courier service has not been authorized. In such cases, missions may be performed by pilots in their own or rented planes on approval by National Headquarters. Telegraphic approval may be requested in urgent cases.

c. Emergency volunteer missions--Unpaid missions may also be flown on approval of National Headquarters as in "b" above. Such missions will include search for lost aircraft, rescue missions, disaster relief, flying of medical supplies, and similar flights of an emergency nature.

5. Effects of the new order are briefly as follows:

a. Planes assigned to CAP active duty--Will be considered available for duration, as assignments are available, and will not be used during or between assignments for flights other than on authorized CAP missions in the furtherance of the war effort, except that the owner of such an aircraft may request its release from duty on completion of its present assignment. In this case, such aircraft will not be considered eligible for further service.

M-4391

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b. Planes available for active duty--May be assigned only for the duration as opportunities for assignment develop. After such assignment, their use will be restricted as in "a" above. We are unable to estimate the number of additional planes which may be assigned but have asked all Wing Commanders to rush lists of aircraft available for the duration.

c. Planes owned by individuals--May be flown by the owners as before but may not be sold, leased, traded, rented (except as in "e" below), given, or delivered. Owners have the moral obligation of limiting the use of their planes to flying in the interest of the war effort and making them available for duration assignments as authorized by CAP National Headquarters wherever needed.

d. Planes owned by groups--May be flown by any one of the present owners as in the case of planes owned by individuals. But a flying club in which the members own and maintain a plane jointly cannot add new members.

e. Individuals without planes--Strictly interpreted, the order may be construed to mean that planes cannot be rented by pilots or student pilots for purposes of flight training and CAP practice missions. But every effort is being made to have this point interpreted more liberally. Temporary permission has been granted until April 1, 1943 for accredited members of CAP to rent bona fide CAP planes 99 horsepower or less by the hour for the purpose of bona fide student instruction. CAP planes are those owned by CAP members, flown only by the CAP members, and identified by the CAP emblem on wings and fuselage.

6. In summary, the order tends to keep in the hands of present owners the planes needed for active duty missions. It permits plane owners and part owners to continue their practice and training, and to perform CAP active duty with their planes as before. Members without planes can perform active duty missions as defined in "4" above, but are otherwise limited to an extent not yet clearly defined, with temporary permission to fly as in "5e." Do not write, phone, or wire inquiries. We will give you further information as soon as we can.

Earle L. Johnson

EARLE L. JOHNSON
National Commander

L-262
Jan. 26, 1943

WAR PRODUCTION BOARD

Part 3191--Aircraft
(General Limitations Order L-262)

The fulfillment of requirements for the defense of the United States has created a shortage in the supply for defense, for private account, and for export, of aircraft; and the following order is deemed necessary and appropriate in the public interest and to promote the national defense:

3191.1 General Limitation Order L-262--(a) Restrictions on transfer of link trainers and certain aircraft. No single-engined aircraft of five hundred horse power or less, nor any "link trainer," nor any interest therein, shall be sold, leased, traded, rented, given or delivered by any individual, partnership, association, business trust, corporation or any organized group of persons (whether incorporated or not), exclusive, however, of the Army or Navy of the United States, any United States Governmental agency, any air carrier holding a certificate of necessity from the Civil Aeronautics Board, or any manufacturer of aircraft, except pursuant to specific authorization of the Director General for Operations.

(b) Applicability of priorities regulations. This order, and all transactions affected thereby, are subject to the provisions of priorities regulations of the War Production Board, as amended from time to time.

(c) Reports. All persons affected by this order shall execute and file with the War Production Board such reports and questionnaires as the War Production Board shall from time to time prescribe.

(d) Violations. Any person who wilfully violates any provisions of this order or who, in connection with this order, wilfully conceals a material fact or furnishes false information to any department or agency of the United States, is guilty of crime, and upon conviction may be punished by fine or imprisonment. In addition any such person may be prohibited from making or obtaining further deliveries of, or from processing or using material under priorities control and may be deprived of priorities assistance.

(e) Communications. All reports to be filed and other communications concerning this order should be addressed to War Production Board, Aircraft Production Board, Washington, D. C., Ref.: L-262.

(P.D. Reg., 1, as amended, 6 F.R. 6680; W.P.B. Reg. 1, 7 F.R. 561; E.O. 9024, 7 F.R. 329; E.O. 9040, 7 F.R. 527; E.O. 9125, 7 F.R. 2719; sec. 2 (a), Pub. Law 671, 76th Cong., as amended by Pub. Laws 89 and 507, 77th Cong.)

Issued this 26th day of January, 1943

Director General for Operations.